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JAN 29 1996

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

0480

January 29, 1996

VIA HAND DELIVERY

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street, N.W. - Room 222
Washington, D.C. 20554

DOCKET FILE COPY ORIGINAL

Re: RM-8734

Dear Mr. Caton:

On behalf of the Radar Association Defending Airwave Rights, Inc. ("RADAR"), we are filing an original and four (4) copies of the above-referenced proceeding.

If there are any questions, do not hesitate to contact the undersigned.

Respectfully submitted,

FLETCHER, HEALD & HILDRETH, P.L.C.

Leonard Robert Raish

Leonard Robert Raish
Counsel for Radio Association Defending
Airwave Rights, Inc.

LRR:cej
Enclosures

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BEFORE THE

Federal Communications Commission

WASHINGTON, D.C. 20554

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JAN 29 1996

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

In the Matter of)
)
Amendment Subparts B and F, Part 90) RM-8734
of the Commission's Rules to permit the)
transmission of safety alert signals on)
frequencies used for Non-Government)
radar operations)

DOCKET FILE COPY ORIGINAL

To: The Commission

REPLY COMMENTS

The Radio Association Defending Airwave Rights, Inc. ("RADAR"), by its attorneys and pursuant to Section 1.415 of the Commission's Rules, hereby submits its reply comments on the above-captioned petition for rule making.

RADAR, as the petitioner, is gratified by the unanimous support its petition has received. All of the commenters shared Petitioner's high expectations that adoption of the proposal and the establishment of the proposed Safety Warning System would enhance highway safety and would save lives. Georgia Tech Research Institute, the developer of the Safety Warning System, cogently describes the reasons for those expectations, as follows:

" . . . railroad crossings, work zones, police vehicles in pursuit, and other highway hazards account for many unnecessary traffic fatality causing accidents each year. The key to eliminating these needless deaths is better warning and earlier warning of the hidden dangers that the motorist can encounter. The aural cues provided by sirens, train whistles and railroad crossing bells all present a warning to the motorist that may be ignored or missed entirely in the modern vehicle developed for a "quieter ride". The proposed Safety Warning System will allow warning messages to be presented on a display that is near to the driver and easily understood by the driver. The warning message can be received well in advance of the arrival of the vehicle in the danger zone. A message stating the exact source of danger is displayed to the driver which cues the driver to be alert for the indicated danger. Each of these enumerated

capabilities of the Safety Warning System is highly desirable and the additional warning capability is calculated to reduce fatalities among the motoring public each year.” Georgia Tech Research Institute, Comments, p.2.

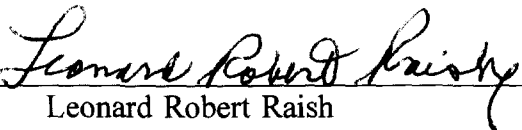
RADAR fully agrees with the foregoing.

Note is taken of the comment contained in paragraph 3 of the Comments of Applied Concepts, Inc. RADAR suggests that Section III, second paragraph, of the Comments submitted by Georgia Tech Research Institute cover the point raised by Applied Concepts, Inc., i.e. that the low powered nature of the Safety Warning Transmitter ensures that it can co-exist with police radars when operated pursuant to National Highway Traffic Safety Administration guidelines for the proper operation of police radars.

The Commission is urged to proceed with the next step and issue a notice of proposed rule making to amend Subparts B and F, Part 90, of its Rules, so that the benefits of the Safety Warning System be made available to the motoring public as soon as possible.

Respectfully submitted

RADAR ASSOCIATION DEFENDING
RIGHTS, INC.

By: 
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Its attorneys

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Dated: January 29, 1996
cej/gp/gp#4/radar2.plead

CERTIFICATE OF SERVICE

I, Chellestine Johnson, a secretary in the law firm of Fletcher, Heald & Hildreth, P.L.C., do hereby certify that copies of the foregoing "Reply Comments" were sent this 29th day of January, 1996, by hand delivery and first-class United States mail, postage prepaid, to:

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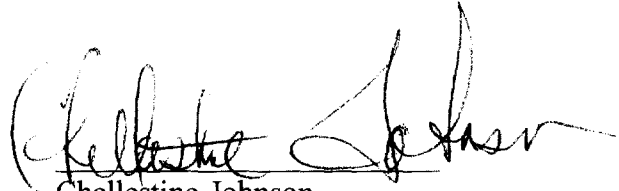
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